

CLAIMS

What is claimed is:

1. In a suspension (10) comprising a pair of trailing arm assemblies adapted to mount on a vehicle frame having a pair of spaced frame rails (14), (12), each trailing arm assembly including:
 - a frame bracket (24) adapted to be mounted to one of the frame rails (14);
 - 5 a spring beam (20) pivotally mounted at one end to the frame bracket (24) for pivotal movement about a pivot axis (23) and adapted to carry an axle (16) at another end; and
 - 10 a spring mounted to the trailing arm a spaced distance from the one end and adapted to mount to the corresponding vehicle frame rail to resist the rotational movement of the trailing arm toward the frame;
- the improvement comprising:
 - an axle seat (62) integrally formed in the spring beam (20) for mounting an axle (16) thereto.
2. The suspension (10) according to claim 1 wherein the spring beam (20) has a cylindrical-shaped portion (58) that forms the axle seat (62).
3. The suspension (10) according to claim 2 wherein the cylindrical-shaped portion (58) defines an axle opening (63) that is adapted to slidably receive the axle (16).
4. The suspension (10) according to claims 2-3, wherein the spring beam (20) has a flange (60, 80) that extends laterally from the cylindrical-shaped portion (58) along a central portion of the spring beam (20) for clamping the cylindrical-shaped portion (58) around the axle (16).
5. The suspension (10) according to claim 4 wherein the central portion of the spring beam (20) and the flange (60) have openings (66, 68) in registry with each other, and further comprising a bolt (74) extending through the openings in

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the spring beam (20) and the flange (60) for clamping the cylindrical-shaped end (58)
5 around the axle (16).

6. The suspension (10) according to claim 4 and further
comprising a fastener (84, 184) that overlies a portion of the spring beam (20, 120)
and is fixedly secured to the flange (80, 180) to fix the position of the flange relative
spring beam (20, 120).

7. The suspension (10) according to claim 6 wherein the flange is
a separate block (80) that is fixed to an end portion of the cylindrical-shaped portion
(58).

8. The suspension (10) according to claims 6 and 7 wherein the
5 fastener is a U-bolt (84), and the block has openings that receive portions of the U-
bolt (84).

9. The suspension (10) according to claims 6 and 7 wherein the
fastener is a strap (184) having a bight portion (185) overlying the portion of the
spring beam (120) and hook portions (190) partially encircling the axle (16).

10. The suspension (10) according to claims 6-9 and further
comprising a mounting bracket (34, 134) that is compressively retained to the spring
beam (20, 120) by the fastener (84, 184).

11. The suspension (10) according to claim 10 wherein the fastener
(184) is fixedly secured to the mounting bracket (134).

12. The suspension (10) according to any of claims 1-11 and
further comprising an axle (16) mounted in the axle seats (62) in each of the trailing
arm assemblies (12) and an adhesive layer between the axle (16) and the axle seats
(62) bonding the axle (16) to the axle seats (62).

13. The suspension (10) according to claim 12 wherein the axle
seats (62) are sized to substantially encircle the axle (16) and are in tension along an

inner surface of the axle seat (62) to compress the axle (16) and evenly distribute a compressive load on the axle (16) across at least two sets of diametrically opposed external surfaces of the axle (16) sufficient to prevent relative movement of the axle (16) with respect to the axle seat (62) under ordinary service conditions.

14. The suspension (10) according to claims 12 or 13 wherein each of the axle seats (62) is formed by bending another portion of the spring beam (20) to define an axle opening (63) that has a diameter less than a diameter of the axle when the other portion of the spring beam (20) is in an unsprung state so that the other portion of the spring beam (20) is in tension about the axle when the axle is mounted in the axle seat (62) to thereby apply a compressive force to the axle (16).

15. The suspension (10) according to any of claims 1-14 wherein
the spring beam forms a traverse bolt opening for mounting the one end of the spring
beam (20) to the frame bracket (24) for pivotal movement about a pivot axis, the
spring beam (20) has a longitudinal center line perpendicular to the pivot axis (23) and
5 a longitudinal centerline transverse to the axle seat, and the axle seat longitudinal
centerline is located outboard of the pivot axis longitudinal centerline.

16. The suspension (10) according to claim 15 wherein the traverse bolt opening (58) is cylindrically shaped.

17. The suspension (10) according to any of claims 1-16 and further comprising a brake actuator (42) rigidly mounted to the spring beam (20) closely adjacent the axle seat (62).

18. The suspension (10) according to any of claims 1-17 and further comprising an S-cam bearing (48) rigidly mounted to the spring beam (20) closely adjacent the axle seat (62).

19. In a suspension (10) comprising a pair of trailing arm assemblies (12) adapted to mount on a pair of spaced vehicle frame rails (14), each trailing arm assembly including:

a frame bracket (24) adapted to be mounted to one of the frame rails (14);
5 a spring beam (20) pivotally mounted at one end to the frame bracket (24) for pivotal movement about a pivot axis (23) and having an axle seat spaced from the one end and adapted to carry an axle (16), the spring beam having a longitudinal centerline transverse to the pivot axis (23) and a longitudinal centerline transverse to the axle seat; and

10 a spring mounted to the trailing arm a spaced distance from the one end and adapted to mount to the corresponding vehicle frame rail to resist the rotational movement of the trailing arm toward the frame;

the improvement comprising:

the axle seat longitudinal centerline is located outboard of the pivot

15 axis longitudinal centerline.

20. The suspension (10) according to claim 19 wherein the spring beam (20) has a cylindrical-shaped portion (58) that integrally forms the axle seat (62).

21. The suspension (10) according to claim 20 wherein the cylindrical-shaped portion (58) has a flange (60) extending laterally therefrom along a central portion of the spring beam (20) for clamping the cylindrical-shaped portion (58) around the axle (16).

22. The suspension (10) according to 21 wherein the central portion of the spring beam (20) and the flange (60) have openings (66, 68) in registry with each other and further comprising a bolt (74) extending through openings in the spring beam (20) and the flange (60) for clamping the cylindrical-shaped end (58) around the
5 axle (16).

23. The suspension (10) according to claim 21 and further comprising a fastener (84, 184) that overlies a portion of the spring beam (20, 120) and is fixedly secured to the flange (80, 180) to fix the position of the flange relative spring beam (20, 120).

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24. The suspension (10) according to claim 23 wherein the flange is a separate block (80) that is fixed to an end portion of the cylindrical-shaped portion (58).

25. The suspension (10) according to claims 21 or 24 and further
5 comprising a mounting bracket (34, 134) that is compressively retained to the spring
beam (20, 120) by the fastener (84, 184).

26. The suspension (10) according to claim 25 wherein the fastener (184) is fixedly secured to the mounting bracket (134).

27. The suspension (10) according to any of claims 19-26 and further comprising an axle (16) mounted in the axle seat (62) in each of the trailing arm assemblies (12) and an adhesive layer between the axle (16) and the axle seat (62) bonding the axle (16) to the axle seat (62).

28. The suspension (10) according to claim 27 wherein the axle seat (62) is sized to substantially encircle the axle (16) and is in tension along an inner surface of the axle seat (62) to compress the axle (16) and evenly distribute a compressive load on the axle (16) across at least two sets of diametrically opposed external surfaces of the axle (16) sufficient, with the adhesive layer to prevent relative movement of the axle (16) with respect to the axle seat (62) under ordinary service conditions.

29. The suspension (10) according to claims 27 or 28 wherein the axle seat (62) is formed by bending another portion of the spring beam (20) to define an axle opening (63) that has a diameter less than a diameter of the axle when the other portion of the spring beam (20) is in an unsprung state so that the other portion 5 of the spring beam (20) is in tension about the axle when the axle is mounted in the axle seat (62) to thereby apply a compressive force to the axle (16).

30. The suspension (10) according to any of claims 19-29 and further comprising a brake actuator (42) rigidly mounted to the spring beam (20) closely adjacent the axle seat (62).

31. The suspension (10) according to any of claims 19-30 and further comprising an S-cam bearing (48) rigidly mounted to the spring beam (20) closely adjacent the axle seat (62).

32. The suspension (10) according to any of claims 19-31 wherein the spring beam forms a transverse bolt opening (58) for pivotally mounting the spring beam (20) to the frame bracket (24).

33. The suspension (10) according to claim 32 wherein the traverse bolt opening (58) is cylindrically shaped.

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